

King County International Airport/Boeing Field

King County International Airport (KCIA), located in south Seattle in the Duwamish River industrial corridor, serves a diverse set of clients, ranging from private pilots to large corporate aircraft operations, as well as government organizations, retailers, wholesalers, and a variety of other services. The airport has approximately 485 based aircraft and over 310,000 operations in 2003. It ranked 35th nationally in cargo landed weight. KCIA contributes significantly to the economic base of King County.

The airport contributes strongly to the regional economic base:

- KCIA generated more than 10,000 jobs in King County in 2002, was responsible for \$1.6 billion in King County business sales, and supported non-airport earnings of almost a half billion dollars in labor income.
- Over \$39 million in state and local taxes were generated as a result of economic activity at the airport.
- Some 3,900 people worked at the airport in 2002, earning \$261 million in labor income.
- Direct sales by businesses at the airport were a billion in 2002, \$680 million of which was accounted for by aerospace activity.
- Approximately 82 percent of the gross volume of sales from business activity at KCIA represents “new money” to the county’s economy having been generated from sales outside King County.
- New revenues led to sales of \$1.4 billion in King County, generated almost 8,800 jobs, and created labor income of almost \$450 million.
- The airport is the site of final production activity associated with the assembly and delivery of Boeing 737 and 757 jetliners, testing of 777 jetliners, and the military AWACS program.

Rehabilitation of the airport is necessary to maintain the level of service (see reverse side for added details). KCIA is in the process of applying for several Federal Airport Administration grants.

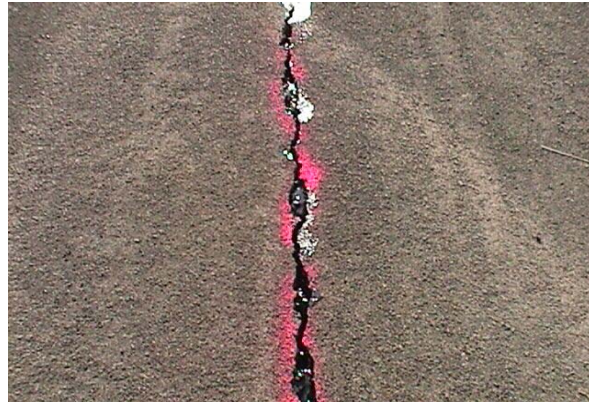
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Rehabilitation of Runway

KCIA primary runway experienced extensive damage during the 2001 Nisqually Earthquake. The earthquake caused significant deflection of the runway's sub-base resulting in significant cracks and uplifting of the pavement's surface. Soil liquefaction also affected the runway and sub-base. Immediate action was required following the earthquake to return the pavement surface to a serviceable state and allow full use by aircraft as quickly as practical. The cost estimates for the full rehabilitation of the runway are almost \$20 million.



Runway Damage From Liquefaction



Runway Cracking - Earthquake

Overlay of Taxiway Bravo

Taxiway Bravo is the Airport's primary taxiway for access to Boeing Military Flight Center and Delivery Center. The compromised sub-base stability and the age of pavement have resulted in significant rutting along the wheel tracks for the full length of the taxiway. The cost estimates for the overlay of the taxiway are over \$8.1 million.



Pavement Cracking Near Bravo 4



Bravo Pavement Condition